

48
INTELLOFAX 5

INFORMATION REPORT
CONFIDENTIAL

CD NO.

COUNTRY USSR (Belorussian SSR)

DATE DISTR. 26 Feb. 1952

SUBJECT Minsk/South Airfield

NO. OF PAGES 2

PLACE
ACQUIRED

25X1

NO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.

SUPPLEMENT
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The airfield, about 2 km south of the Minsk freight station, White Russian SSR, had a concrete runway. A high steel hangar, about 60x180 meters, with a corrugated sheet metal roof, was located on the southern edge of the field. Four-story barracks, each about 40x100 meters, were on the northern edge of the field. They were occupied by Soviet Air Force officers and men. There was a large flight control station and a DF station.
2. The field was occupied by about 25 biplanes, about 10 twin-engine aircraft with single rudder assemblies, and five to eight four-engine planes with double rudder assemblies and nose wheels.
3. There was local flying with biplanes. The twin-engine aircraft usually made local flights of about 20 minutes. Regular night flights were also made.
4. Another airfield was east of Minsk, near the tractor plant. Up to 15 single-engine low-wing monoplanes, called Yaks by Poles who were former air force soldiers, were seen circling over the field daily.
5. The commercial airfield south of Minsk was probably occupied by many Soviet Air Force troops. The field had a concrete runway, a new hangar, a flight control station and concrete parking sites. There were no obstacle or boundary lights. A new settlement, occupied chiefly by air force officers, was on the northern edge of the field.

CONFIDENTIAL

CLASSIFICATION ~~SECRET/CONTROL~~ US OFFICIALS ONLY

STATE #	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION														
ARMY #	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI																

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Approved For Release 2006/09/25 : CIA-RDP82-00457R006800580007-4
Next Review Date: 2008

Document No.

No Change in Class.

Depclassified

Class. Changed To: TS L C

Auth: HR 70-2

Date: 10/20/77

25X1

~~CONFIDENTIAL~~

~~SECRET/CONTROL - US OFFICIALS ONLY~~

25X1

CENTRAL INTELLIGENCE AGENCY

6. About 25 twin-engine commercial planes and about 15 to 25 single-engine courier planes were parked near the new hangar on the parking site from December 1948 to June 1949.
7. There was intensive day and night flying. About two-thirds of the flights were probably for training and the rest were commercial and air transport flights. One or two four-engine commercial planes made intermediate landings at the field at least once or twice a week.
8. The airfield south of Minsk had an E-W runway with an asphalt surface. Buildings at the field included a three-story flight control station, two three-story brick buildings, used as billets, a small brick building, probably a radio station, and three or four hangars which were seen from a distance.
9. The field was occupied by about 15 biplanes and about 20 to 30 twin-engine commercial aircraft of two types.
10. There was regular long-distance flying with individual planes, including biplanes. Soviet civilians said that these were passenger, mail and courier flights.
11. The personnel at the field wore Soviet Air Force uniforms with blue epaulets. The officers, probably pilots, wore uniforms with blue-bordered officers' epaulets and a blue ribbon around the service cap, and light brown Sam Browne belts.

~~SECRET/CONTROL - US OFFICIALS ONLY~~

-2-

~~CONFIDENTIAL~~